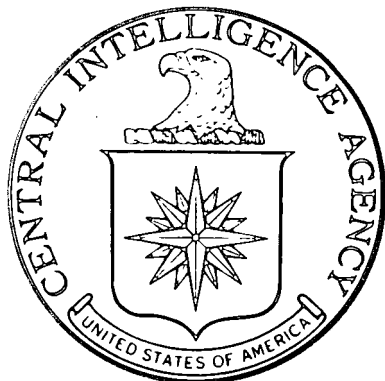


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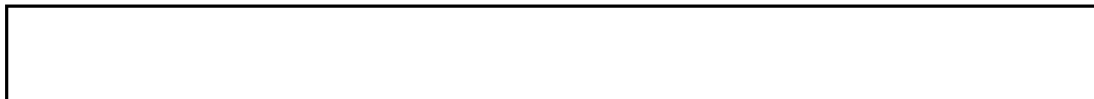
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PHOTOGRAPHIC INTELLIGENCE REPORT

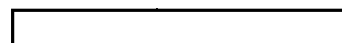
SELECTED FEATURES OF THE
PAO-TOU ATOMIC ENERGY COMPLEX, CHINA

Declass Review by NGA



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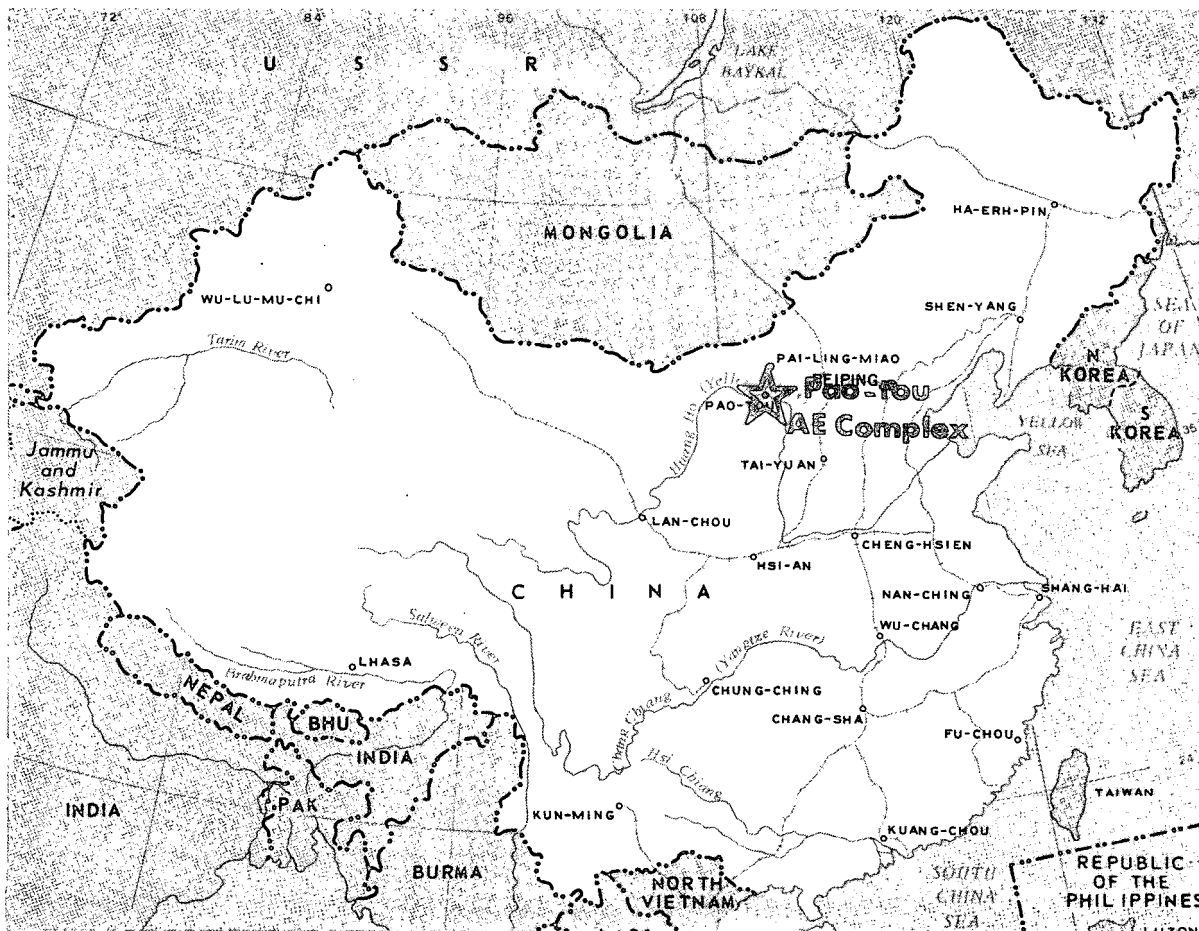
SELECTED FEATURES OF THE
PAO-TOU ATOMIC ENERGY COMPLEX, CHINA

INTRODUCTION

This report concerns the atomic energy complex located near Pao-tou, China at 40-39N 109-57E. It is an effort to study certain features in particular and to supplement previous reports which dealt with the complex as a whole.

Specifically, the study concerns the development of a pipeline between the previously reported waste basins and the complex itself, the electric power supply of certain buildings, the number and types of rail cars on the sidings within the secured area, and a photographic history of the basins.

All usable photographic coverage of the Pao-tou Atomic Energy Complex, from [] through [] is presented in sequence at the end of this report (Figures 4 through 25).



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PIPELINE DITCH FROM THE NORTH BASIN

This pipeline ditch begins at the dividing wall between the North and East Basins (Figure 1). It extends along the top of the northeast wall of the North Basin, down the north corner, and continues in a north-northwesterly direction for approximately 2000 feet. At this point it intercepts a pipeline ditch from the water facility, located to the west. The two merge into a single ditch and then run northeast into the complex (Figures 1 and 2).

The pipeline ditch was first observed in [redacted] (Figure 19). Its development continued (Figures 19 through 22) until [redacted] when it appeared to have been completed and filled (Figure 23). However a faint trace of the ditch was still visible in [redacted] (Figure 24).

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ELECTRIC POWER

The identification of powerline poles on photography of [redacted] and [redacted] indicated that the previously identified "Possible Reactor Building" and "Possible Air Intake and Filter Building" (identifications now in question) received electric power from the substation by way of overhead lines (Figures 2 and 11). The lines connecting the two buildings and the substation are carried by single poles. However, poles with two uprights are next to and oriented towards both buildings, indicating probable tap-off points (Figure 2).

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In [redacted] large scale, good quality photography was again obtained of the Pao-tou complex (Figure 13) and although the poles were still visible, ditches were observed which were thought to connect the substation to the above-mentioned buildings with underground electric cables (Figures 2 and 13). [redacted] large scale photographic missions in [redacted] seemed to support this theory in that the poles appeared to have been removed (Figures 19, 20 and 22).

[redacted] however, revealed that the poles were still in place, indicating that the previously reported Possible Reactor Building and Possible Air Intake and Filter Building continue to be supplied with electric power by overhead lines rather than underground cable (Figure 24).

The Support Building, situated northwest of the previously reported Air Intake and Filter Building, was first observed in [redacted] when it was under construction (Figures 2 and 13). Photography of [redacted] showed that it had been completed (Figure 19). The building probably receives electric power by tapping the overhead lines connecting the Possible Air Intake and Filter Building to the substation.

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- 2 -

TOP SECRET [redacted]

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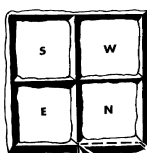
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Basins

See page 2

buried tanks

Water Facility

cooling tower

Substation

Storage Area

Storage Area

Building Foundation

Storage Area

Storage Area

PIPELINES at the PAO-TOU ATOMIC ENERGY COMPLEX

LEGEND

- wall
- fence
- pipeline
- steamline
- area outline

0 500 1000
FEET (approx.)

Detail not complete.
For orientation purposes only

Figure I

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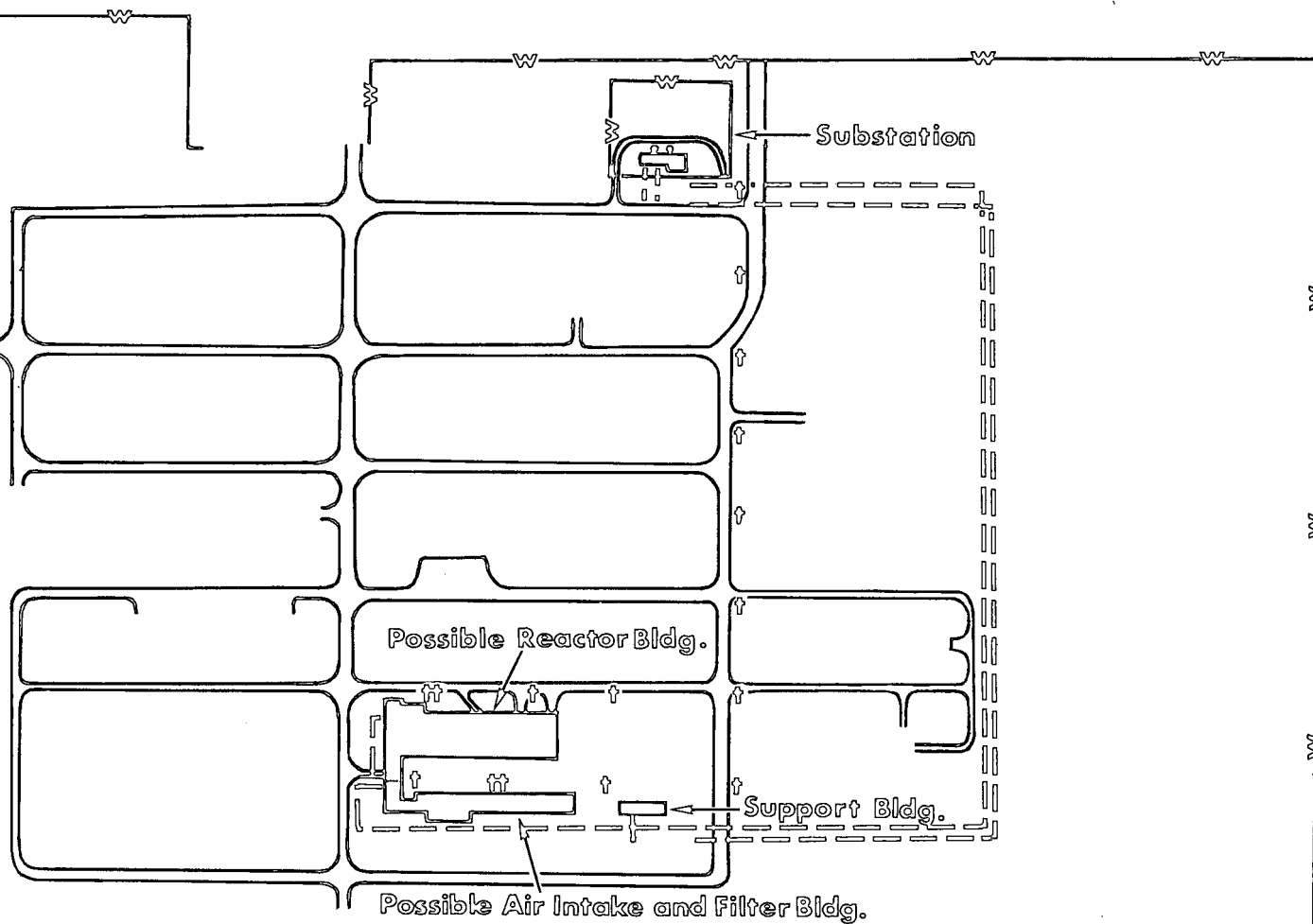
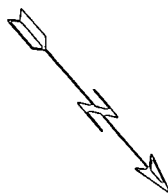
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ELECTRIC POWER



LEGEND

t t t t t Identified powerline poles

- - - - - Ditches first seen in

- w - Wall

tt tt tt tt Powerline pole with a double upright

Detail not complete -
For orientation purposes only

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RAIL CAR STUDY

A study was made concerning the number and types of rail cars at various times on the sidings within the secured area at Pao-tou (Figure 3). Table No. 1 contains the results of this study.

Only that photography of adequate scale and quality to permit the detection of rail cars was used, as listed in the table.

		AREA	RAIL CARS OBSERVED
		2	2 gondolas, 1 tank car
		3	1 tank car
		2	2 gondolas, 1 tank car
		3	1 tank car
		2	2 gondolas, 1 tank car
		3	1 tank car
		2	2 gondolas, 1 tank car, 1 probable boxcar
		3	1 tank car, 2 unidentified rail cars
		2	2 gondolas, 1 tank car, 2 probable boxcars, possibly 2 coal cars
		3	2 tank cars, 11 probable coal cars
		2	1 possible tank car
		2	1 possible tank car, 2 possible rail cars
		2	1 possible tank car, 2 possible rail cars
		2	1 tank car, 2 gondolas, 6 boxcars
		3	2 tank cars, 1 small gondola
		6	2 unidentified rail cars
		2	2 gondolas, 1 tank car, 5 boxcars, 1 possible switching engine
		3	2 tank cars
		2	6 probable rail cars
		3	1 probable rail car, 1 possible rail car
		2	2 gondolas, 4 boxcars
		3	2 tank cars

TABLE 1

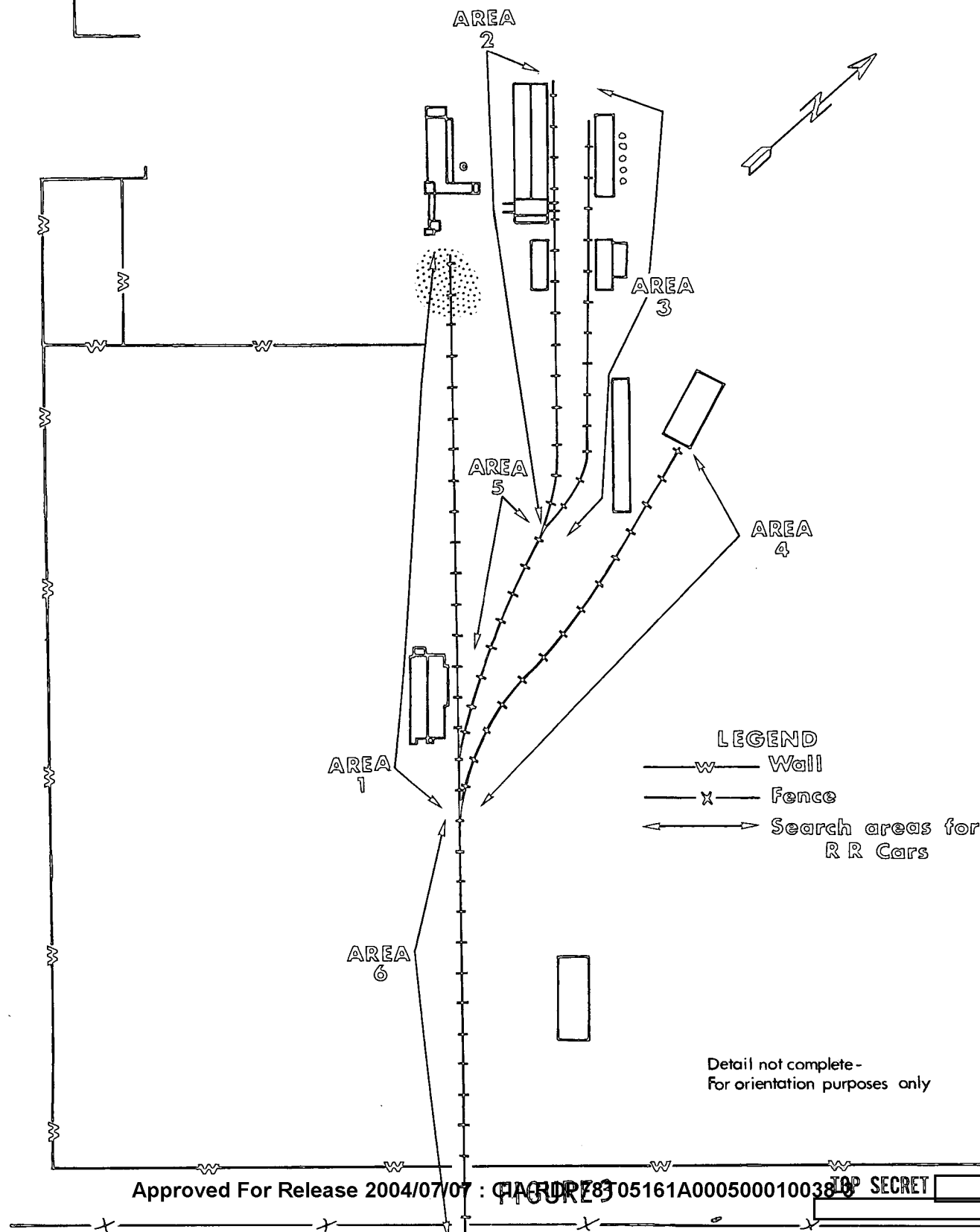
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RAIL SIDINGS at the PAO-TOU ATOMIC ENERGY COMPLEX



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PHOTOGRAPHIC HISTORY OF THE BASINS AT THE PAO-TOU ATOMIC ENERGY COMPLEX

Four basins were first observed in early stages of construction in [] (Figure 4). Construction continued for four years with all four basins finally completed by [] (Figure 23).

The North Basin was in use in [] (Figure 5). By [] the West Basin had been completed and was being utilized (Figure 13). The East and South Basins were not completed until sometime between [] (Figures 22 and 23). However, photography of [] showed that the East Basin had been used even though it was not complete (Figure 12). The premature use of this basin remains unexplained but could have been accidental.

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FIGURE 4

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FIGURE 5

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FIGURE 6

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FIGURE 7

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3X



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FIGURE 8

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FIGURE 9

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FIGURE 10

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FIGURE II

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FIGURE 12

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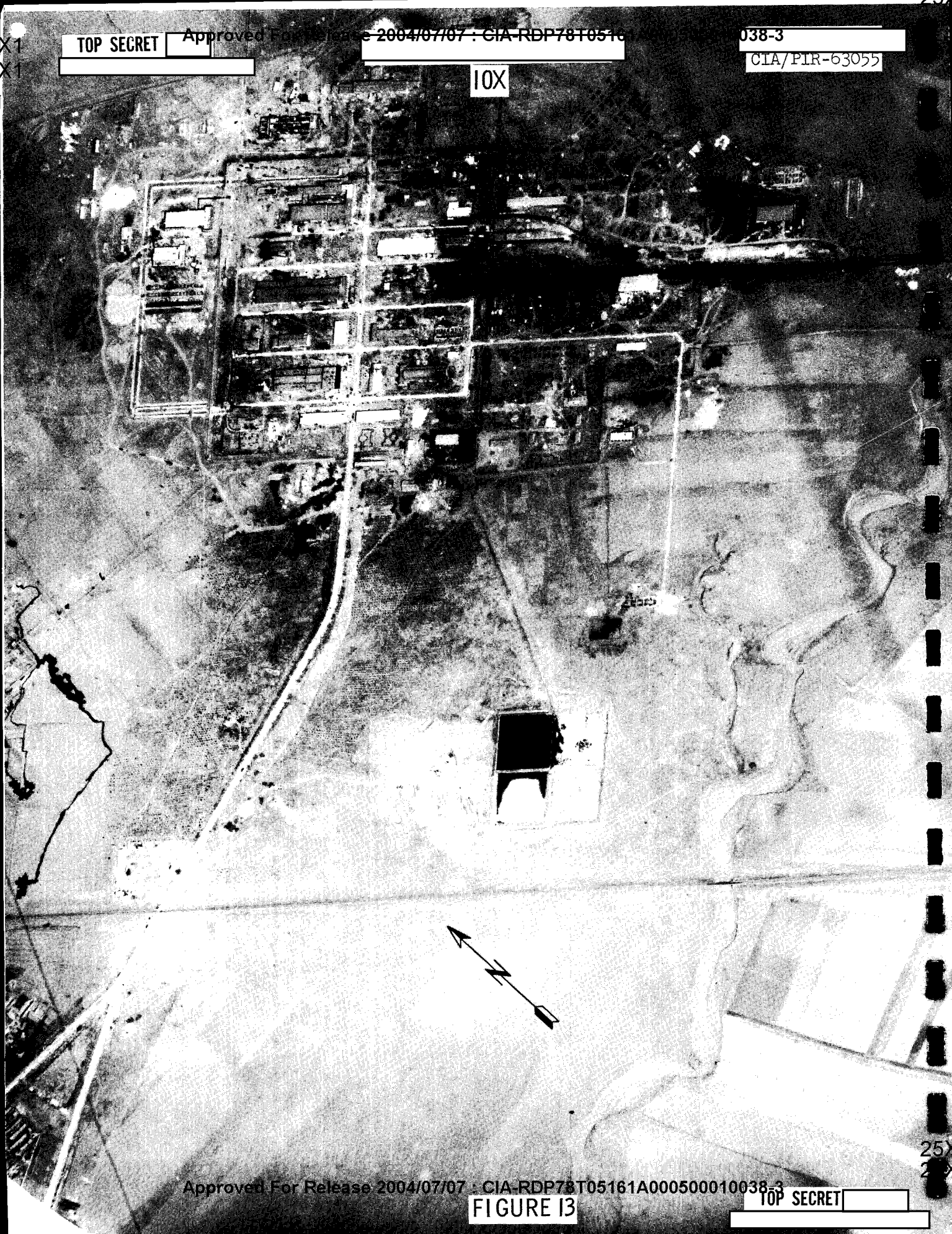
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FIGURE I3

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FIGURE 14

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FIGURE 15

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X

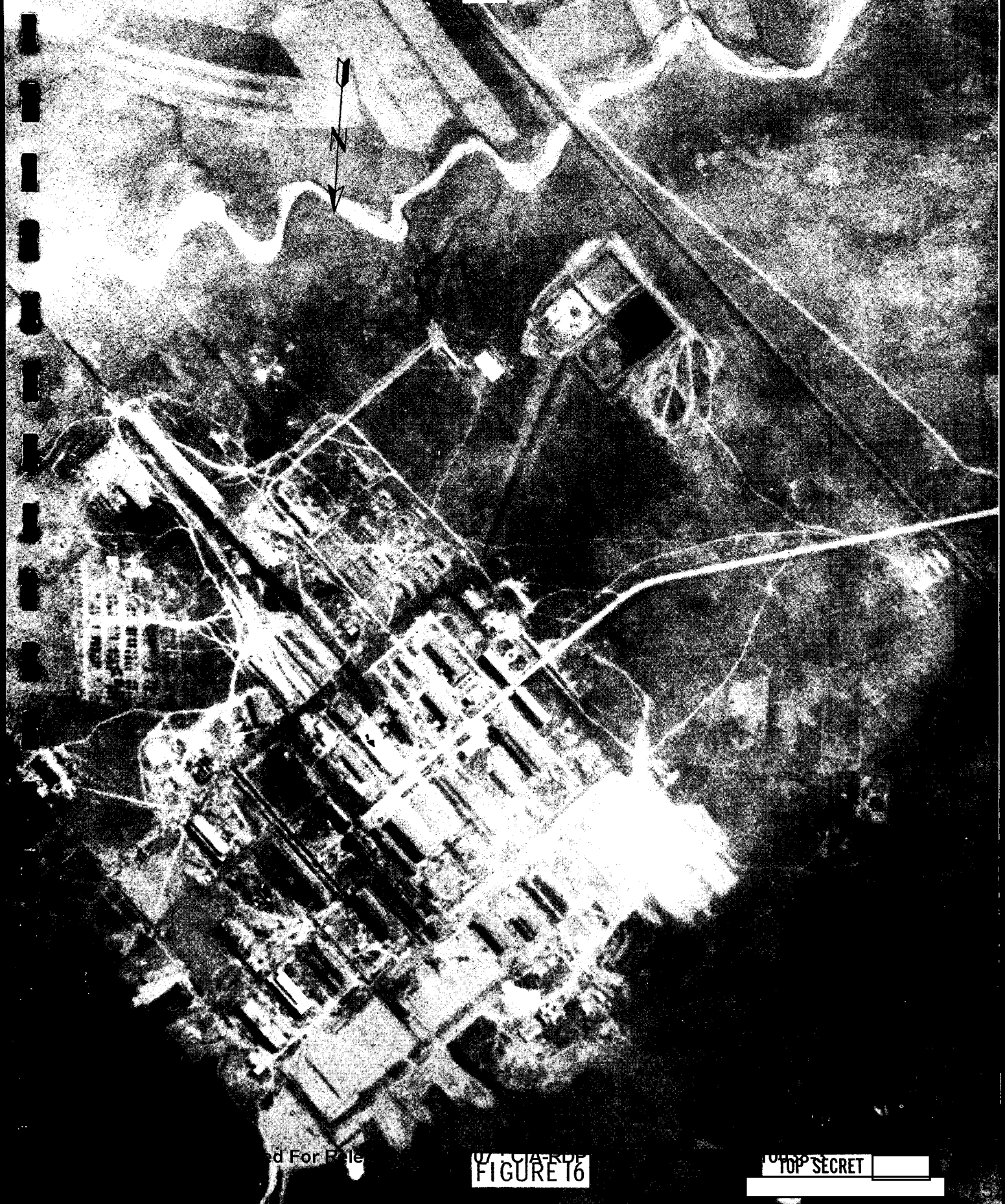
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FIGURE 16

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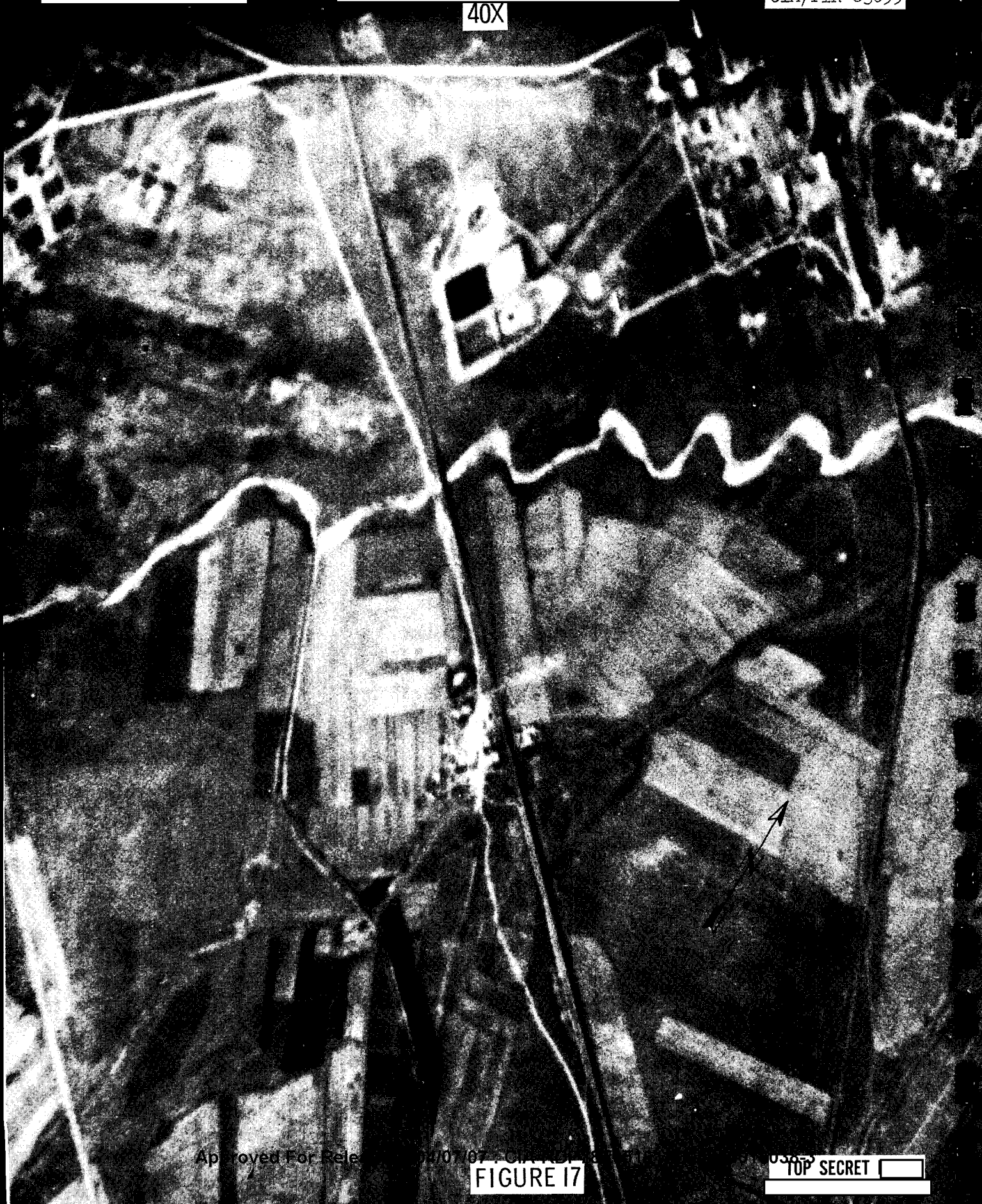
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FIGURE 17

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FIGURE 19

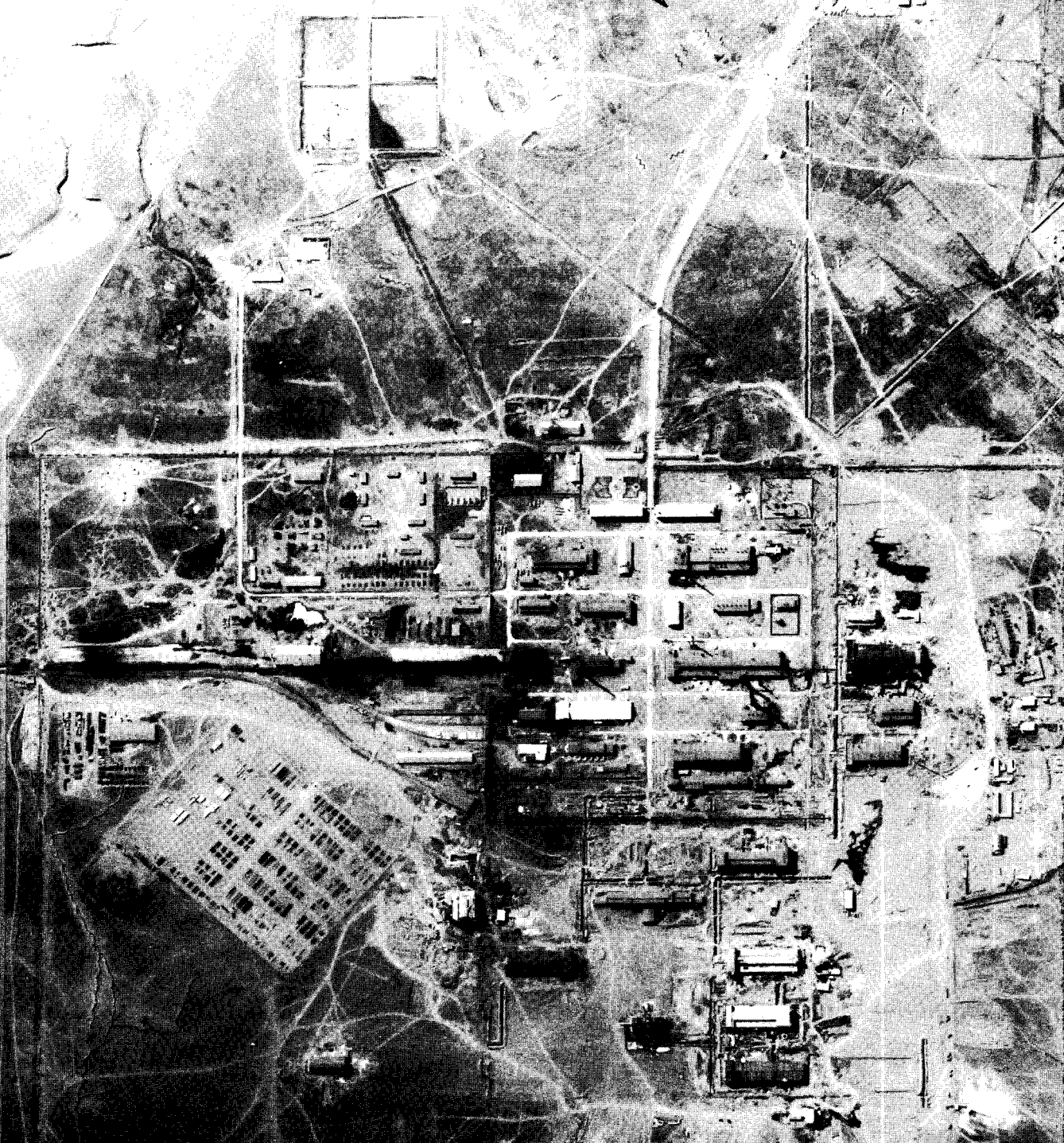
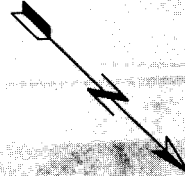
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FIGURE 20

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FIGURE 21

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FIGURE 22

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FIGURE 23

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FIGURE 24

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FIGURE 25

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